

TOPIC: Neuruppin Airfield

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT 6 to 20 October 1952

DATE OBTAINED

DATE PREPARED

24 November 1952

REFERENCES

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PAGES

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following flying activities were observed at Neuruppin airfield during the period from 8 through 18 October 1952:
8 October. Individual MiG-15s practiced flying.
9 October. There was a little flying by MiG-15s in formations of two. The aircraft landed individually. The weather was very cloudy.
10 October. There was heavy flying by swept-back jet fighters which took off in groups of two and practiced flying in formations of four. MiG-15s with and without auxiliary fuel tanks were observed.
11 October. At 8:30 a.m., one swept-back jet fighter took off, and subsequently there was flying by Po-2s until noon.
12 October. At 5 p.m., the alert planes, which were fitted with auxiliary fuel tanks were seen at the eastern end of the runway. Sixteen additional swept-back jet fighters and 2 single-engine planes were counted.
13 October. There was individual flying from 9 a.m. to 2 p.m. The weather was cloudy.
15 October. There was no flying. The weather was rainy, and the ceiling was very low.
16 October. There was flying from 8:30 a.m. to 12:45 p.m. Swept-back jet fighters took off in groups of two staggered to the right and practiced flying in formations of two.
18 October. There was no flying. The weather was rainy, visibility poor, and the ceiling rather low.¹
2. The planes of the alert flight were parked on the turf at the southern end of the runway, either on its western or eastern side, depending on the direction of the wind. The alert planes were seen there at day and night. When flying was conducted at the field, additional jet fighters were lined up by the side of the alert planes. Recently, the flight control truck, which was fitted with a plexiglass cupola, has remained near the take-off point after flying was discontinued.
3. The board fence along Wittstocker Strasse is about 2.3 meters high and allows no observation of the field. The fence is about 10 meters west of Wittstocker Strasse. A shallow drainage ditch, which is usually dry, runs along the road at the northern edge of the field and the board fence south of the ammunition dump. Soviet vehicles often entered or left the field through the gap on Wittstocker Strasse. They proceeded on a road which leads to the repair hangar. The vehicles were not checked when entering the airfield area.

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4. The single-story temporary building observed south of the east end of the runway was 8 or 9 meters long. One of the two windows seen from Wittstocker Strasse was boarded up. A door was not seen. Source believed it possible that this building was used by the crews of the alert planes. Soviet soldiers were continuously seen in this building. A single-story building of gray sandstone fitted with a saddle roof had been seen for some time south of the ammunition dump. Details of the utilization of this building were not available.
5. A road ran along the northern edge of the airfield south of the ammunition dump. A wire fence had been built along the south side of this road which was open to civilian traffic. There is a thicket on the east side of Wittstocker Strasse near the settlement. Gardens and individual high trees were also observed in this area. The cemetery is separated from Wittstocker Strasse by a stone wall which continues as a wooden fence toward the north. At this place, there is a very dense box-tree hedge. From the hedge, the terrain rises to the east. The highest point of this elevation is crowned by a monument from which one has a very good view of the airfield area. The path which runs along Klappgraben on the southwestern border of the field can only be used by persons provided with special passes. Another field path paralleling this path about 500 meters to the south was not guarded. A thicket about 1 meter high extends from the gap in the fence on Wittstocker Strasse as far as the terrain behind the former hangars. Between the western curve of the roadway and the point where the Klappgraben turns to the north, there were high shrubs and individual trees. West of the airfield barracks, the Klappgraben had a side slope about 2 meters high. West of the runway, the slope is only 1 meter high. Generally the water in the ditch is 30 cm high.
6. Sentries along Wittstocker Strasse were only observed when flying was conducted at the field. These sentries were posted in the bushes near the settlement, in the cemetery and near the gaps in the board fence around the field. Hidden sentries were also posted along Klappgraben. Source also believed that the observation post on the roof of the administration building was permanently occupied by a guard. Last summer, a guard accompanied by a dog was seen on the northwest side of the installation.
7. Buildings quartering soldiers who wore red-bordered black epaulets were observed north of the cemetery. Two buildings, which looked like barns, were standing at the southern edge of the field, south of Klappgraben. Each of the two buildings was guarded by a sentry who wore red-bordered black epaulets and was surrounded by a fence. The sentries lived in a wooden hut in a sand pit. A permanent building on the west side of the field was occupied by civilians. High trees were observed in the garden which surrounded this house. Source often observed that the runway lights were burning at night when no flying was conducted.
8. Air activities observed at the field from 12 through 20 October included: 12 October, from 9:15 to 9:20 a.m., MiG-15 [] fitted with auxiliary fuel tanks was flying in or above the clouds. Visibility was good.

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13 October. There was a 5/10 overcast. The temperature at 7 a.m. was minus 2 degrees Centigrade. At 7 a.m., source observed that there was difficulty in starting the engine of a swept-back jet fighter. At first, a detonation was heard. The starter carriage remained closed. After 5 minutes the attempt at starting the engine was repeated by means of a device, details of which were not recognized. Thereupon another detonation was heard, and then a second such device was brought to the plane. Then the crew succeeded in starting the engine, which warmed up for about 5 minutes after 7:20 a.m. At 7:30 a.m., the jet plane took off, climbed to a great altitude and disappeared. [redacted] the plane landed again at 8:02 a.m. [redacted]

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From 7:30 to 9 a.m., Yak-11 [redacted] was [redacted].
14 October. At 8:38 a.m., type-29 plane [redacted] took off. Throughout the day, flying in formations of two was practiced. In the afternoon, a Yak-11 and another single-engine plane were seen aloft besides the MiG-15s. Shortly after 2 p.m., a Li-2 landed and took off again after 45 minutes. From 7:30 p.m. to 1:30 a.m., there was flying by swept-back jet fighters and Yak-11s. During this time, there was a closed cloud cover at an altitude of 800 to 1,000 meters and a light rain. Visibility was good. The aircraft flew in or above the clouds with their position lights switched on. The runway lights were in operation. Landing lights were not used by the planes. It appeared noteworthy to source that night flying was conducted in rainy weather and under weather conditions which previously prevented flying at the field.¹

15 October. There was no flying. The weather was cloudy, there was a light rain and visibility varied from 5 to 10 km.

16 October. Cumulus clouds were observed in the sky. Visibility was good. At 5 p.m., the 4 alert planes which were fitted with auxiliary fuel tanks, took off at intervals of 25 seconds and steeply climbed to a great altitude. When the planes landed again between 5:27 and 5:29 p.m., [redacted]

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[redacted] After the alert planes had taken off, a new alert flight was formed at the field.²

18 October. At 2 and 3:30 p.m., source counted 22 MiG-15 or type 29 planes, 4 Yak-11s and 2 Po-2s at the field from Wittstocker Allee. The weather was foggy, and there was no flying.

19 October. The weather was bright with cumulus clouds in the sky. Twenty-three MiG-15 or type-29 planes, 4 Yak-11s and 2 Po-2s were counted at the field. There was no flying.

20 October. There was a 8/10 overcast. In the afternoon 2 Po-2s were seen circling over the field. At 2:10 p.m., a single-engine plane landed. Shortly before 3 p.m., 2 individual MiG-15s flew through the clouds. About 5:25 p.m., the planes of the alert flight took off in groups of two and climbed to an altitude of 3,000 meters. After the alert planes had taken off, a new alert flight was formed at the field. Although there was a southeasterly wind at a speed of about 20 km per hour, the alert planes took off from east to west.

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9. On 17 and 18 October, source observed 8 aircraft revetments which were completed but still unoccupied.³

10. The air force Kech at Neuruppin was located at 16 Stresemann Strasse. Its chief was an unidentified lieutenant colonel. The ranking technical officer was Major Lubashevski (Onu). A female engineer named Ignatov (Onu) was also assigned to this Kech office. An army Kech office was located at 4 Liebknecht Strasse.⁴

11. On 4 October, source observed the mast of the Nietwerder radio installation near Neuruppin at its new location. Earth had been heaped up along the base of the single-story temporary buildings. The path from the temporary building to the truck had been fortified with stones. In September 1952, only 500 kilowatt hours of current were consumed.

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- 25X1 1. [] Comment. A fighter regiment is stationed at Neuruppin airfield. The report indicates that flying is practiced there also under adverse weather conditions.
- 25X1 2. []
- 25X1 3. [] Comment. The aircraft revetments were built in the northeastern section of the landing field. A sketch of such a revetment was transmitted previously. []
- 25X1 4. [] Comment. The Kech in Neuruppin serves the Neuruppin, Wittstock and Laerz airfields. The officers mentioned are reported for the first time. The army Kech office probably serves Soviet army units in the vicinity of Neuruppin.

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